

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES VHF OMNI RANGE (VOR)

862 \* **⅓⅓€** OAK ••••• ///// - Crosshatch indicates Shutdown status. A - ASOS/AWOS

> AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

HELICOPTER ROUTES HELICOPTER ROUTES

Compulsory Non - Compulsory

MARRIOTT 118.3 TRANSITION - - - - - -POLICE 2ONES 300 Maximum Altitude 500 Minimum 500 Maximum 500 Recommended Class D Airspace s \*Alert Area and Military
Operations Area (MOA - Class E (sfc) Airspace Special Airport Traffic Area (See FAR 93 for details.) National Defense Airspace Temporary Flight Restriction

MTR - Military
Training Route
ADIZ - Air Defense
Identification Zone OBSTRUCTIONS
(may be lit or unlit)

Wind Turbine Farm
Elevation of the Elevation of the top above mean sea level 2049 Height above ground (1149)

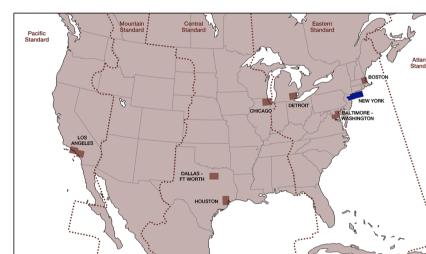
Aerial Cable

Lookout Tower
618 (Elevation Base of Tower) Group Obstruction MISCELLANEOUS

**NEW YORK HELICOPTER** Federal Aviation

EFFECTIVE 0901Z 15 JUN 2023 TO 0901Z **10 AUG 2023** 

Consult NOTAMs for latest information Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air\_traffic/flight\_info/aeronav/safety\_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration. Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.



FAA Product ID: HELNY NSN 7641014104426 NGA REF. NO. HELOXNEWYORKVFR

CONTROL TOWER FREQUENCIES ON NEW YORK HELICOPTER ROUTE CHART Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies) Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground ntrol frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS

frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.

55 (2000' & BELOW WITHIN 8 NM OF KENNEDY) 263.0 (WITHIN 6 NM OF LAGUARDI

> FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air\_traffic/flight\_info/aeronav/digital\_product For a list of approved FAA Print Providers, visit our website at: ://www.faa.gov/air\_traffic/flight\_info/aeronav/print\_provide

- REPORTING CHART ERRORS-You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air\_traffic/flight\_info/aeronav/aero\_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

> Lambert Conformal Conic Projection Standard Parallels 33° and 45° Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such pipelines — and railroads Check NOTAMs and see AIM for details.

> Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

> > and is not necessarily the official name of the feature.

14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Example: POWER PLANT The name shown is that used by the controlling personnel

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals.

Example: 12,500 feet . .

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

> ROUTE DESCRIPTIONS NEWARK TERMINAL AREA

RRAZANO ROUTE: Hudson Checkpoint direct via Hudson River to center of Verrazano Bridge to offshore east of and shoreline (maintain clearance east of Gateway National Recreation Area) to Raritan River. NEWARK ROUTE: Hudson Checkpoint direct east end of Turnpike Bridge, direct EWR direct Galloping Hills Golf Course. LINDEN ROUTE: LDJ direct EWR west of runway 11 direct Holy Cross Cemetery direct Berry's Creek Bridge. ROUTE 280: Essex County Country Club Golf Course via Route I-280 to power plant direct West Entrance of Holland

MORRISTOWN TERMINAL AREA ROUTE 10: Intersection of I-287 and New Jersey Highway Route 10. Eastbound over New Jersey Highway Route 10 to Essex Co Golf Club. <u>ROUTE 24:</u> Intersection of I-287 and New Jersey Highway Route 24. Southbound over New Jersey Highway 24 to intersection of Route 24 & I-78. Direct to New Jersey Highway 22 to Galloping Hills Golf Course. ROUTE 287: Intersection of I-287 and New Jersey Highway Route 24 to intersection of I-287 and New Jersey Highway

TETERBORO TERMINAL AREA NOVEMBER ROUTE: West of TEB runway 19 centerline direct north to I-80 westbound to Route 17 to Garden State

ECHO ROUTE: West of TEB runway 24 centerline remaining east of TEB runway 19 centerline direct northeast to I-80

**SIERRA ROUTE:** <u>DEPARTURE</u> - Direct to windsock at Coca Cola plant to stack at metal treatment plant direct to the Lombardi Service Area. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT ALL TIMES, to the west entrance of the Lincoln Tunnel (via overhead N.J. Turnpike, I-95, - east extension and Route 3) or North Hudson Park. ARRIVAL - Via the west entrance to the Lincoln Tunnel or via North Hudson Park to the Lombardi Service Area direct to stack at metal treatment plant direct to windsock at Coca Cola plant. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT All TIMES, then direct to the airport REMAINING EAST OF THE EXTENDED CENTERLINE OF RUNWAY 01/19 and

NHISKEY ROUTE: TEB direct 1 NM south direct Berry's Creek Bridge via Route 3 to intersection of Garden State MEADOWLANDS ROUTE: TEB between extended centerlines to Berry's Creek to Meadowlands Sports Complex castbound between Giants Stadium and racetrack direct Lombardi Service Area (Preferential route between 2200 and 0700

ESSEX COUNTY TERMINAL AREA

ROUTE 23: Southeast via Route 23 to intersection I-80 and US route 46. West via Route 46 to industrial area paralleling and east of runway 22 final approach direct CDW. GREAT NOTCH: Intercept route at intersection of US Route 46 and Garden State Parkway. West via Route 46 to POWERLINE: West-northwest via I-280 to Eisenhower Expressway cloverleaf northeast via powerline to tower east of AIRFIELD: Intercept route at intersection of I-280, US Route 46 and I-80. East via I-80 to Fairfield water tank direct DW between extended centerlines of runway 10 and runway 4. NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

**EXAMPLES OF CLASS B ALTITUDES** 

— — Ceiling in hundreds of feet MSL — Floor in hundreds of feet MSL Floors extending "upward from above" a certain altitude are preceded by

a (+). Operations at and below these altitudes are outside of Class B Airspace.)

**VISUAL CHECKPOINTS** GEOGRAPHIC COORDINATES

<u>LATITUDE</u>

40-49.36N 40-57.64N 073-55.36W 40-58.00N 073-40.42W 40-40.34N 073-49.77W Aqueduct Racetrack 40-40.67N 073-47.14W 40-42.96N Belmont Racetrack 073-42.54W 40-48.66N 074-05.49W 40-53.00N 074-24.50W 40-50.19N 073-52.42W 40-50.76N 073-52.72W Cedar Grove Reservoir 074-12.83W 40-51.57N 074-02.03W 40-42.72N Co-op City Cunningham Park Essex Co Golf Club 073-49.69W 40-52.64N 073-46.25W 40-47.19N 074-15.79W 073-34.07W 40-39.52N 40-34.57N 074-12.43W Fresh Kills Landfill 074-17.00W Galloping Hills Golf Course 40-41.03N 074-01.56W 073-57.15W **Holy Cross Cemetery** 40-47.26N 074-07.66W 40-40.34N 074-02.68W 074-00.05W 40-45.88N **Jamaica Station** 40-41.96N 073-48.54W Jones Beach Monument 40-35.79N 073-30.49W Kew Gardens Lake Success Lincoln Terrace Park 40-40.01N 073-55.61W 074-20.98W Lombardi Service Area 40-49.57N 074-01.68W Manhattan Beach 40-34.54N 073-56.64W 073-53.09W Marine Parkway Bridge 40-34.41N 073-35.45W Nassau Coliseum 40-43.38N North Hudson Park 40-48.14N 074-00.04W Oceanside Incinerator Plant Oradell Reservoir 40-57.52N 074-01.23W Ridgewood Reservoir 40-41.34N 073-53.19W Sandy Hook 40-27.12N 073-59.97W 40-44.61N Short Hills Mall 074-21.98W Spuyten Duyvil 40-52.69N 073-55.54W Statue of Liberty Tappan Zee Bridge 41-04.27N Turnpike Bridge 40-41.69N 074-07.03W

40-47.99N

40-53.51N

40-36.41N

40-54.06N

40-36.74N

073-44.84W

073-53.72W

074-02.63W

073-50.94W

074-09.23W

Udall's Millpond

Van Cortlandt Park

Wakefield Switchyard

Willowbrook Expwy

**ROUTE DESCRIPTIONS WESTCHESTER TERMINAL AREA** ARRIVAL - Enter at Byram Reservoir, proceed south along the right (west) side of I-684 (outbound traffic will be over I-684) until abeam the office building. Make a left turn and proceed along the northeast side Tamarack Golf Course to overfly Wooley Pond, direct to and overfly the AVCO building, then direct to the airport. DEPARTURE - Fly direct to and overfly AVCO building, direct to overfly Wooley Pond. Proceed along the northeast side of Tamarack Golf Course to I-684 then overfly I-684 (inbound traffic will be slightly west of I-684) to Byram Reservoir, on course. SIERRA ROUTE: ARRIVAL - Enter at intersection of Hutchinson River Parkway (Hutch) and Mamaroneck Avenue, then overfly Hutch to intersection of I-684. Proceed north along the right (east) side of I-684 to Barnes Lane (at no time does the route go west of I-684). Track inbound to the airport via the extended centerline of taxiway Charlie (old runway 5/23). <u>DEPARTURE</u> - Track outbound on the extended centerline of taxiway Charlie (old runway 5/23) to Barnes Lane, then south along the left (east) side of I-684 to the intersection of the Hutchinson River Parkway (Hutch) (at no time does the route go west of I-684). Overfly Hutch to intersection of Mamaroneck Avenue, on course. SIERRA ROUTE/BRONX ROUTE CONNECTION - Wakefield Switchyard direct northeast to the railroad tracks. Eastboun over the railroad tracks to intersection with Hutchinson River Parkway. Northbound over the Hutchinson River Parkway to intersection with Mamaroneck Avenue. WHISKEY ROUTE: ARRIVAL - Enter via Tarrytown Reservoir direct Kensico Dam, passing south of radio tower (870 MSL) and overflying (ensico Cemetery, direct Forest Lake (staying south of the extended centerline of runway 11/29), direct to southwestern e <u>DEPARTURE</u> - Fly outbound to southwestern end of taxiway Charlie (old runway 5/23), direct Forest Lake, direct Kensico Dam, direct Tarrytown Reservoir, passing over Kensico Cemetery and north of radio tower (870 MSL), on course. ECHO ROUTE: <u>ARRIVAL</u> - Intersect Merritt Parkway east of Putnam Lake. Follow parkway to Interchange 28, then direct AVCO building, direct destination on airport. <u>DEPARTURE</u> - Fly direct to and overfly AVCO building, direct Interchange 28, then overfly Merritt Parkway to a point east of Putnam Lake, on course. NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT. CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE

N6 Avco Building

N5 Wooley Pond

N1 S end of Byram

W2 Tower (Strobe

SIERRA ROUTE:

(Taxiway Charlie)

(Taxiway Charlie)

Anderson Hill Road

**Hutchinson River** 

**Hutchinson River** 

Parkway & S end of

Hutchinson River

Maplemoor Golf Course

Parkway & Mamaroneck

#28 on Merritt Parkway

#29 on Merritt Parkway

Interchange #31 on

the Merritt Parkway

Parkway & I-684

S2 Intersection of

S1 Intersection of

Avenue

ECHO ROUTE:

W1 Tarrytown Reservoir 41-05.01N 073-49.97W

S5 Barnes Lane Overpass 41-03.21N 073-43.62W

S4 Point E of I-684 @ 41-02.09N 073-43.21W

E6 Avco Building 41-04.52N 073-42.02W

E5 N Side of Interchange 41-05.11N 073-39.91W

E3 N Tip of Putnam Lake 41-05.87N 073-38.24W

E2 Interchange #31 on the 41-05.72N 073-37.97W

E1 Point 1/2 mi. SE of 41-05.41N 073-37.47W

N Side of Interchange 41-05.74N 073-39.11W

End of Old Runway 41-03.74N 073-43.04W

41-01.16N 073-42.92W

41-00.01N 073-43.56W

40-58.99N 073-44.66W

Training for the New York Class B Airspace Hudson River and East River

clusion Special Flight Rules Area is available online at www.FAASafety.go

The online course is called "New York City Special Flight Rules Area (SFRA)".

SPECIAL FLIGHT RULES AREA (SFRA)

WHISKEY ROUTE:

S of corner on

Richmond Hill Rd

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at official by designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Science Rivers, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wildlife Refuges, Big Game Refuges, the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss. Boundary of Agency Areas

CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING

TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE

INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND

PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

WESTCHESTER TERMINAL AREA **ROUTE DESCRIPTIONS** ROUTE COORDINATES REPUBLIC TERMINAL AREA 41-04.52N 073-42.02W 41-04.87N 073-41.86W RECOMMENDED ALTITUDE - 1100 FEET. N4 Point in RH gulley 41-05.12N 073-41.94W MICROWAVE ROUTE: N3 E side of Tamarack 41-05.67N 073-42.39W N2 I-684 @ State Line 41-06.46N 073-42.74W then proceed on course. 41-09.34N 073-41.42W RECOMMENDED ALTITUDE - 1100 FEET. W5 End of Old Runway 41-03.74N 073-43.04W 41-03.69N 073-43.99W 41-04.44N 073-45.97W 41-04.74N 073-48.27W

PILOTS: PLEASE REQUEST TO FLY THESE ROUTES

AT 2000' WHEN PRACTICAL AND POSSIBLE.

ON DEPARTURE USE EXPEDITIOUS CLIMB TO

ALTITUDE. ON DESCENT FLY PROFILE AS PER

NEIGHBORLY GUIDE.

<u>ARRIVAL</u> - Enter at Southern State Parkway and the Seaford Oyster Bay Expressway (Exit 27) Overfly Southern State Parkway until Route 110 (Exit 32), then northbound to Route 109. <u>DEPARTURE</u> - Southbound and parallel runway 01/19 until intersection of Route 109 & 110. Overfly Southern State Parkway until Seaford Oyster Expressway, then proceed on course.

 $\underline{\text{ARRIVAL}} \text{ - Enter at Plainview and I-495 (Exit 46) and proceed directly to Microwave Tower, then southeast bound to Huntington Hilton. Follow Route 110 until airport.}$ NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT. DEPARTURE - Northbound and parallel runway 01/19 until Multiplex Theater. Route 110 North until Huntington Hilton, then northwest bound to Microwave Tower. Intercept Long Island Expresswa CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING

REPUBLIC TERMINAL AREA NYC ROUTING TO MICROWAVE ROUTE: THROGS - Join Long Island Expressway and proceed to M1. NYC ROUTING TO SOUTHERN ROUTE: SOUTH SHORE - Join Meadowbrook Route and proceed to Southern State Parkway and proceed to S1. MEADOWBROOK - Join the Southern State Parkway and proceed to S1.

SOUTHERN ROUTE: S3 Route 109 & 110 40-43.36N 073-25.51W S2 Southern State Parkway 40-42.36N 073-25.76W S1 Southern State Parkway 40-42.07N 073-29.44W & Seaford Oyster Bay Expressway (Exit 27)

OVERFLY THE WATER OF LONG ISLAND SOUND SOU

OF THE CONNECTICUT/NEW YORK COASTLINE FOR FLY

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE MICROWAVE ROUTE: M4 Multiplex Theater 40-44.33N 073-25.29W TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE M3 Huntington Hilton 40-45.95N 073-25.54W M2 Microwave Tower 40-46.52N 073-26.50W M1 Plainview & I-495 40-47.75N 073-28.08W

**REPUBLIC TERMINAL AREA** 

**ROUTE COORDINATES** 

ON PRÌMARY 126.4 OR 257.65 OF HELICOPTER ND FIXED WING TRAFF CAUTION: HIGH DENSITY OF HELICOP

OCEAN

TRANSITIONS FROM THE NEW YORK CITY HELICOPTER ROUTES

INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA.

PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND

OF IFR JET OPERATIONS BETWEEN PILOTS: PLEASE REQUEST TO FLY THESE ROUTES AT 2000' WHEN PRACTICAL AND POSSIBLE. EPARTURE USE EXPEDITIOUS CLIMB TO ALTITUDE. ON DESC NEW YORK TERMINAL AREA BRONX ROUTE: North tip Roosevelt Island direct Triborough Bridge toll plaza via west side I-278 to point ALPHA (I-895/I-278 intersection) direct to point BRAVO I-95 intersection SE of Bronx Zoo) northbound via elevated railway to Walefald switchered: THROGS ROUTE: Udall's Millpond direct south Stanchion Throgs Neck Bridge direct LGA control tower direct Bowery Bay direct Triborough Bridge direct north tip Roosevelt Island. CENTRAL PARK ROUTE: North tip Roosevelt Island across Central Park Lake at 72nd Street direct Hudson River. MARRIOTT ROUTE: LGA direct to Marriott Hotel direct to intersection of Long Island Expressway and the railroad tracks direct to Ridgewood Reservoir as assigned, (see \*\* routes).

> CFR PART 93 NEW YORK CLASS B HUDSON & EAST RIVER EXCLUS ircraft operating on the Hudson and East River Class B exclusion (SFRA) a e required to: a) Not exceed 140 knots IAS. b) Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended.
> c) Self announce on 123.075 for the East River and 123.05 for the Hudson River. d) Have a current New York TAC and/or Helicopter Route chart in the aircraft and

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE 40°30' CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT.

Northbound - Governors Island direct Williamsburg Bridge via east bank to Bowery Bay.

end of RWY 13R parallel taxiway. Note: Simultaneous fixed wing arrivals on JFK ILS RWY 13L.

Southbound - Bowery Bay to west bank via west bank to Battery Park.

Little Neck Bay parallel to Cross Island Parkway to intersect THROGS ROUTE.

VAN WYCK ROUTE: LGA direct Grand Central Parkway to Kew Gardens VIA Van Wyck Expressway to east side approach end of RWY 13L. Note: Turn for east side approach end of RWY 13L prior to crossing Southern Parkway. Northbound traffic remain east of Van Wyck, southbound remain west.

\*\* CONDUIT ROUTE: Ridgewood Reservoir direct Conduit Blvd. direct south side Aqueduct Racetrack direct JFK. NOTE: Arrivals remain south of Conduit, departures remain north.

MEADOWBROOK ROUTE: Intersection of Long Island Railroad and Meadowbrook State Parkway. South via

NORTH SHORE ROUTE: From VPROK waypoint (Execution Rocks Lighthouse) eastbound via VPLYD waypoint

nd off the shoreline to Montauk. Note: CAUTION rotary and fixed wing aircraft, banner towing, possible wake

RESERVOIR ROUTE: East 34th Street Heliport direct Newtown Creek to Twin White Tanks direct Ridgewood

Northbound - East Side of Verrazano Bridge to Governors Island direct to southwest tip of Manhattan Island then

Southbound - Harlem River direct west bank of Hudson River southbound via west bank to western Holland Tuni

CREEK ROUTE: Lincoln Terrace Park direct Spring Creek Park direct to a point immediately adjacent to northwest

PARK ROUTE: JFK direct south side of Aqueduct Racetrack direct Prospect Park direct Hudson Checkpoint.

lempstead Turnpike. Westbound over Hempstead Turnpike to intersection with Meadowbrook State Parkway

Northbound over Meadowbrook State Parkway to Northern Parkway to Long Island Expressway. Westbound over Long Island Expressway to Cross Island Parkway. Northbound over Cross Island Parkway to Little Neck Bay. Ove

REPUBLIC ROUTE: Intersection of Broad Hollow Road and Fulton Street. Westbound over Fulton Street to

urbulence from JFK heavy jet overflights.

Ventilation Tower to Hudson Checkpoint.

**HUDSON RIVER ROUTE:** 

orth of Lloyd Harbor) to the VPJAY waypoint (northwest of Port Jefferson LIPA plant smokestacks), then via and off the shoreline to Orient Point. Note: CAUTION rotary and fixed-wing aircraft, possible wake turbulence from IFR

CONEY ISLAND ROUTE: JFK direct old FLOYD BENNETT FIELD direct Coney Island to vicinity of West 32nd Street. Note: Helicopter activity in vicinity of old FLOYD BENNETT FIELD.

SOUTH SHORE ROUTE: Verrazano Bridge to the tip of Coney Island direct to Breezy Point Jetty then eastbound via

WILLIAMSBURG ROUTE: East River direct Williamsburg Bridge, maintain 900' eastbound south of Twin White Tanks

\*\* TRACK ROUTE: Intersection of Long Island Railroad and Meadowbrook State Parkway. West via Long Island Railroad to Ridgewood Reservoir direct to Lincoln Terrace Park. Note: Route may split at Ridgewood Reservoir.

\* BAISLEY ROUTE: Ridgewood Reservoir direct Baisley Pond direct east side approach end of RWY 13L.

SUNRISE ROUTE: Approach end RWY 13L direct Southern Parkway via Sunrise Highway direct Freeport.

N 125.7 OR 353.75 familiarize themselves with the information contained therein.

requirements do not relieve pilots of compliance with applicable Federal on Regulations, including regulations governing minimum safe altitudes. So the chart for SFRA details. LICOPTER ROUTES DEPICTED ALONG RIVE SHORELINES ARE INTENDED TO BE FLOWN OVE WATER, NOT PIERS, BULKHEADS, OR LAND. MODE C REQUIRED WITHIN 30 NM OF JOHN F. KENNEDY. LAGUARDIA-NEWARK INTL AIRPORTS (See FAR 91.215 AIM) OR 281.55 2000' & BELOW WITHIN 8 NM OF KENNEDY ARPT ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS\_B AIRSPACE. NLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN ON 128.125 OR 269.0 CONTACTING AIR TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE SSIGNMENTS DO NOT RELIEVE PILOTS FROM THEIR DUTY TO COMPLY WITI FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

CIVIL HELICOPTER PILOTS OPERATING VFR ALONG THE NORTHERN SHORELINE OF

LONG ISLAND, NEW YORK BETWEEN THE VPLYD WAYPOINT AND ORIENT POINT,

OR TRANSITIONING TO OR FROM A DESTINATION OR POINT OF LANDING. FOR A

DETAILED EXPLANATION OF THE REQUIREMENT, SEE 14 CFR PART 93, SUBPART I

MUST UTILIZE THE NORTH SHORE HELICOPTER ROUTE AND ALTITUDE, AS PUBLISHED. DEVIATIONS ARE PERMITTED FOR SAFETY, WEATHER CONDITIONS

# DOWNTOWN MANHATTAN Air tour helicopters may descend from STATUE OF LIBERTY / ELLIS ISLAND Class B airspace into the SFRA in the SCALE 1:50,000 SECAUCUS IXED WING TRAFFIC OPERATING ON THE HUDSON SFC NOUNCE ON 123.075 FOR THE EAST RIVER A OR THE HUDSON RIVER. ION CITY CENTRAL PARK 649 MANHATTAN QUEENS SFC HOBOKEN 70 **385** (335) GREENWICH VILLAGE VENTILATION TOWERS + 05 JERSEY CITY LIBERTY STATE PARK LIBERTY NTL (Pvt) GOLF CLUB LIBERTY STATE SFC SFC TURNPIKE 4 BRIDGE **BROOKLYN** Heavy concentration of air tour operations at 500' AGL in the vicinity of the Statue of Liberty and Ellis Island. Air tour helicopters may initiate a climb to higher altitude in this vicinity. Pilots should avoid overflying these areas and maintain appropriate lateral distance. BAYONNE **15** BAYONNE ATLANTIC BAY SPECIAL FUGHT RULES AREA PART 93 CREEK NEW YORK CLASS B HUDSON & EAST RIVER EXCLUSIONS 220 GREENWOOD **13 NEW JERSEY** CEMETERY 70 NEW YORK SFC CEMETERY OF HOLY CROSS

## **ROUTE DESCRIPTIONS** NEWARK TERMINAL AREA

VERRAZANO ROUTE: Hudson Checkpoint direct via Hudson River to center of Verrazano Bridge to offshore east of Staten

NEWARK ROUTE: Hudson Checkpoint direct east end of Turnpike Bridge, direct EWR direct Galloping Hills Golf Course. ROUTE 280: Essex County Country Club Golf Course via Route I-280 to power plant direct West Entrance of Holland Tunnel. Note: Power plant has 5 in-line stacks.

## **NEW YORK TERMINAL AREA**

## **HUDSON RIVER ROUTE:**

Northbound - East Side of Verrazano Bridge to Governors Island direct to southwest tip of Manhattan Island then via east

Ventilation Tower to Hudson Checkpoint.

Northbound - Governors Island direct Williamsburg Bridge via east bank to Bowery Bay.

PARK ROUTE: JFK direct south side of Aqueduct Racetrack direct Prospect Park direct Hudson Checkpoint.

BRONX ROUTE: North tip Roosvelt Island direct Triborough Bridge toll plaza via west side I-278 to point ALPHA (I-895/I-278 intersection) direct to point BRAVO I-95 intersection SE of Bronx Zoo) northbound via elevated railway to Wakefield

direct Triborough Bridge direct north tip Roosevelt Island.

to Ridgewood Reservoir direct to Lincoln Terrace Park. Note: Route may split at Ridgewood Reservoir.

WILLIAMSBURG ROUTE: East River direct Williamsburg Bridge, maintain 900' eastbound south of Twin White Tanks direct

RESERVOIR ROUTE: East 34th Street Heliport direct Newtown Creek to Twin White Tanks direct Ridgewood Reservoir

HARLEM RIVER ROUTE: Triborough Bridge via Harlem River northbound to Spuyten Duyvil.

CREEK ROUTE: Lincoln Terrace Park direct Spring Creek Park direct to a point immediately adjacent to northwest end of runway 13R parallel taxiway. Note: Simultaneous fixed wing arrivals on JFK ILS runway 13L.

## TETERBORO TERMINAL AREA

### SIERRA ROUTE:

DEPARTURE - Direct to windsock at Coca Cola plant to stack at metal treatment plant direct to the Lombardi Service Area. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT ALL TIMES, to the west entrance of the Lincoln Tunnel (via overhead N.J. Turnpike, I-95, - east extension and Route 3) or North Hudson Park.

ARRIVAL - Via the west entrance to the Lincoln Tunnel or via North Hudson Park to the Lombardi Service Area direct to stack at metal treatment plant direct to windsock at Coca Cola plant. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT All TIMES, then direct to the airport REMAINING EAST OF THE EXTENDED CENTERLINE OF RUNWAY 01/19 and CLEAR ALL RESIDENTIAL AREAS.

NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

#### VISUAL CHECKPOINT GEOGRAPHIC COORDINATES

**LATITUDE** LONGITUDE <u>NAME</u> 40-42.72N 074-02.03W Governors Island 40-41.07N 074-01.56W 074-02.68W 074-00.05W 40-40.34N 40-45.88N Intrepid 40-40.01N 073-55.61W Statue of Liberty 40-41.35N 074-02.67W 074-07.03W

SPECIAL FLIGHT RULES AREA (SFRA)

### **EXAMPLES OF CLASS B ALTITUDES**

**70** — — Ceiling in hundreds of feet MSL

**30** ——— Floor in hundreds of feet MSL

(Floors extending "upward from above" a certain altitude are preceded by a (+). Operations at and below these altitudes are outside of Class B Airspace.)

HELICOPTER ROUTES DEPICTED ALONG RIVER SHORELINES ARE INTENDED TO BE FLOWN OVER WATER, NOT PIERS, BULKHEADS, OR LAND.

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wildlerness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

## **ROUTE DESCRIPTIONS** REPUBLIC TERMINAL AREA

## **SOUTHERN ROUTE:**

<u>ARRIVAL</u> - Enter at Southern State Parkway and the Seaford Oyster Bay Expressway (Exit 27). Overfly Southern State Parkway until Route 110 (Exit 32), then northbound to Route 109.

<u>DEPARTURE</u> - Southbound and parallel runway 01/19 until intersection of Route 109 & 110. Overfly Southern State Parkway until Seaford Oyster Expressway, then proceed on course.

RECOMMENDED ALTITUDE - 1100 FEET.

#### MICROWAVE ROUTE:

ARRIVAL - Enter at Plainview and I-495 (Exit 46) and proceed directly to Microwave Tower, then southeast bound to Huntington Hilton, Follow Route 110 until airport

<u>DEPARTURE</u> - Northbound and parallel runway 01/19 until Multiplex Theater. Route 110 North until Huntington Hilton, then northwest bound to Microwave Tower. Intercept Long Island Expressway

then proceed on course. RECOMMENDED ALTITUDE - 1100 FEET.

### NEW YORK TERMINAL AREA

REPUBLIC ROUTE: Intersection of Broad Hollow Road and Fulton Street. Westbound over Fulton Street to

NORTH SHORE ROUTE: From VPROK waypoint (Execution Rocks Lighthouse) eastbound via VPLYD waypoint (north of Lloyd Harbor) to the VPJAY waypoint (northwest of Port Jefferson LIPA plant smokestacks), then via and off the shoreline to Orient Point. Note: CAUTION rotary and fixed-wing aircraft, possible wake turbulence from IFF iet traffic as noted on the chart.

SOUTH SHORE ROUTE: Breezy Point Jetty then eastbound via and off the shoreline to Montauk. Note: CAUTION rotary and fixed wing aircraft, banner towing, possible wake turbulence from JFK heavy jet overflights.

NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

#### CONTROL TOWER FREQUENCIES ON EASTERN LONG ISLAND INSET

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies).

nformation for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground

control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASK dild/ of	FAR IIIQI	cale Rado	II IIISII UII	nem.
"MON-FRI"	indicates	Monday	through	Frido

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
BRIDGEPORT/SIKORSKY	0630-2200	120.9 257.8	121.75 257.8	119.15
EAST HAMPTON TOWN	0800-2000 SAT BEFORE MEML DAY-SUN AFTER LABOR DAY	125.225	121.9	
FRANCIS S GABRESKI	0700-2300	125.3 236.6	121.8 225.4	
LONG ISLAND MAC ARTHUR	0600-2400	119.3 335.5	135.3	120.725
REPUBLIC	0700-2300	118.8 279.65	121.6 269.6	126.65

## CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

•		
FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LONG ISLAND CLASS C	120.05 343.75	0600-2400; O/T CLASS E

## SPECIAL USE AIRSPACE ON EASTERN LONG ISLAND INSET

Unless otherwise noted altitudes are	† Other times by NOTAM.
MSL and in feet. Time is local.	NOTAM – Use of this term in Restricted
"TO" an altitude means "To and including."	Areas indicates FAA and DoD NOTAM
FL - Flight Level	systems. Use of this term in all
NO A/G - No air to ground communications.	other Special Use areas indicates the
Contact Flight Service for information.	DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY FREQUEN	ICIES
W-105 A	TO FL 500	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-106 A	TO 3000	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-106 B	TO 8000	INTERMITTENT BY NOTAM	BOSTON CNTR	

Special air traffic rules and communication requirements are in effect for persons operating aircraft under VFR, to, from, or in the vicinity of the New York Class B airspace. These procedures are in effect within the

REGULATORY NOTICES

NEW YORK CLASS B HUDSON RIVER AND EAST RIVER

**EXCLUSIONS** SPECIAL FLIGHT RULES AREA CFR PART 93

Hudson River: That airspace below 1300 feet MSL between the east and west banks of, and overlying, the Hudson River within the area beginning north of LaGuardia Airport on the west bank of the Hudson River at lat. 40°57'45"N., long. 73°54'48"W. (near Alpine Tower) thence south along the west bank of the Hudson River to intersect the Colts Neck VOR-DME 023° (M) radial, thence southwest along the Colts Neck 023° (M) radial to the Hudson River shoreline, thence south along the shoreline to the Verrazano-Narrows Bridge, thence east along the bridge to the east bank of the Hudson River, thence north along the east bank of the Hudson River to lat. 40°38'39"N., long. 74°02'03"W., thence north along a line drawn direct to the southwesternmost point of Governors Island, thence north along a line drawn direct to the southwest tip of Manhattan Island, thence north along the east bank of the Hudson River to the LGA VOR-DME 11mile arc, north of LaGuardia Airport, thence counterclockwise along the 11-mile arc to lat. 40°57'54"N., long. 73°54'23"W., thence to the point of beginning.

East River: That airspace below 1500 feet MSL between the east and west banks of, and overlying, the East River beginning at lat. 40°38'39"N., long. 74°02'03"W., to the southwestern tip of Governors Island to the southwestern tip of Manhattan Island, thence north along the west bank of the East River to the LGA VOR-DME 6-mile arc: thence counterclockwise along the 6-mile arc to the east bank of the East River. thence south along the east bank of the East River to the point of beginning at lat. 40°38'39"N., long. 74°02'03"W.; and that airspace 1100 feet MSL and below between the east and west banks of, and overlying

No person may operate an aircraft within the airspace specified above unless that person continuously monitors and communicates, as appropriate, on the designated common traffic advisory frequency (CTAF). Pilots self-announce at the following charted mandatory reporting points:

Intrepid Statue of Liberty

Include the following information: aircraft type, current position, direction of flight and altitude.

Aircraft Operation

## The following practices are mandatory in both the Hudson River and East River Exclusions: Maintain an indicated airspeed not to exceed 140 knots

Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended. Pilots must have a current New York TAC and/or New York Helicopter Route Chart in the aircraft and familiarize themselves with the information contained therein.

#### The following practices are mandatory in the Hudson River Exclusion:

Fly along the west shoreline of the Hudson River when southbound, and along the east shoreline of the Hudson River when northbound while remaining within the boundaries of the Hudson River Exclusion. Aircraft overflying the area within the Hudson River Exclusion, but not landing or departing any of the Manhattan heliports or landing facilities, or conducting any local area operations, must transit the Hudson River Exclusion at or above an altitude of 1000 feet MSL up to, but not including, the floor of the overlying Class B airspace.

Self-announce as described above under Communications.

#### The following practices are mandatory in the East River Exclusion:

VFR flight operations by fixed-wing aircraft (excluding seaplane fixed-wing aircraft landing or departing the New York Skyports Inc. Seaplane Base) in the East River Class B Exclusion (from the southwestern tip of Governors Island to the northern tip of Roosevelt Island) are prohibited unless authorized and being controlled by ATC. To obtain authorization, pilots must contact LaGuardia Airport Traffic Control Tower

Self-announce position on the appropriate CTAF.

